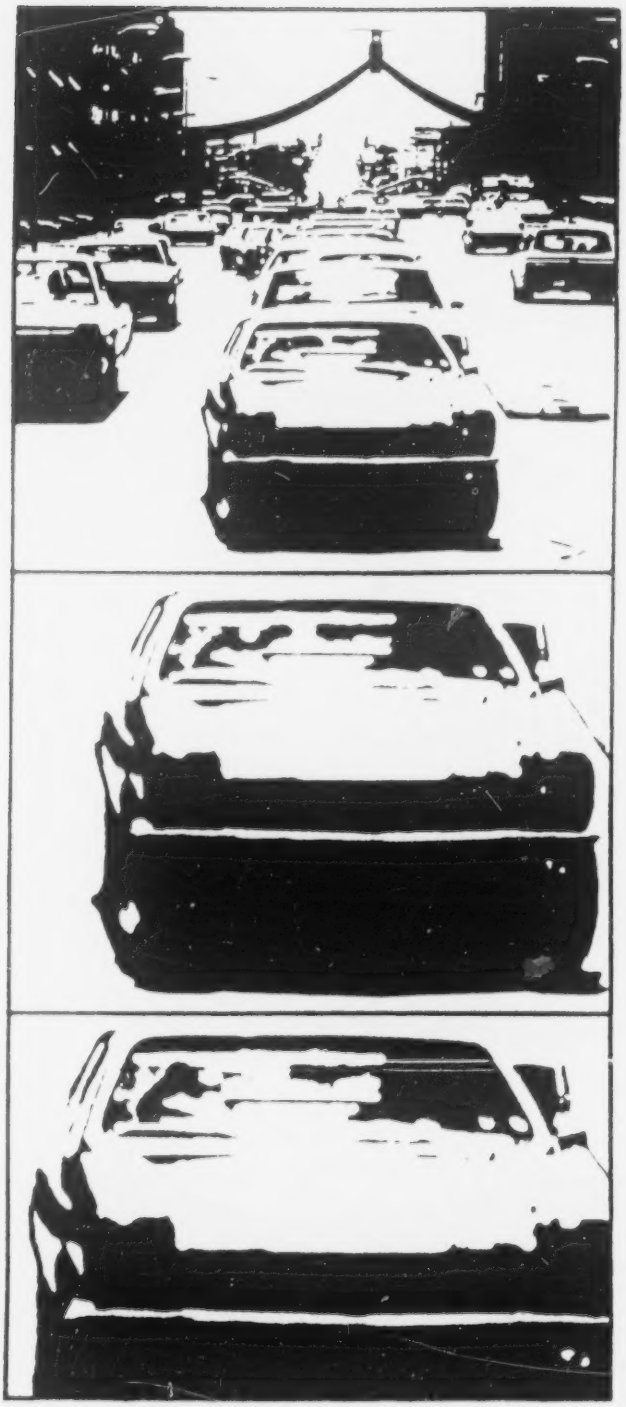
UTAH
TRAFFIC ACCIDENT
SUMMARY

1986

May 1, 1987



UTAH DEPARTMENT OF PUBLIC SAFETY

JOHN T. NIELSEN, Commissioner

PREPARED BY UTAH HIGHWAY SAFETY DIVISION
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INTRODUCTION

For the 1986 calendar year, there were 276 fatal crashes resulting in 312 fatalities in Utah. This is a increase in the number of deaths over 1985, which totaled 270 fatal crashes and 303 fatalities. In 1986 over 1985, pedestrian, motorcycle and large truck fatals decreased.

During 1986, 33% of traffic fatalities in Utah were alcohol related (104 people were killed in such crashes). There was significant legislation enacted in Utah during 1983 concerning this problem. Areas of new legislation included administrative per se, mandatory jail for multiple offenders, and new taxes to pay for the extra efforts. Increased federal funds (408) are also programmed for drinking driver programs in the State. This priority area will receive increased efforts and attention in the future.

Of the 260 drivers and passengers killed in Utah during 1986 as the result of traffic crashes, only 14 (5%) were using occupant restraints at the time of the crash. The use of such restraints could save many lives, and there will be major program emphasis in this area during the next few years.

PROJECTIONS

During the 1970's the factor most influencing highway safety in Utah was the energy crisis. The decreased availability and increased cost of fuel led to the nationwide 55 mile per hour speed limit in 1974. The number of fatalities have decreased significantly since that time over prior years, with 1972 still the year with the largest number of highway fatalities on record in Utah totaling 382.

The population of Utah is forecast to increase to almost 2.0 million by 1990. There are over 1.2 million licensed drivers in Utah at the present time. The number of registered vehicles and miles traveled are increasing with this overall growth in the State.

In addition to effecting population growth, the energy crisis of the 1970's had other lasting impacts related to future highway safety concerns in Utah. In efforts to decrease fuel consumption, the driving public and automobile manufacturers have turned to smaller and lighter automobiles. It has been demonstrated that the likelihood of severe or fatal injury as the result of a traffic crash is about twice as great for occupants of a small vehicle as for occupants of a large vehicle. Other types of travel which results in high injury severity crashes, including pedestrian, bicycle and motorcycle, are also expected to increase in the future.

Highway Safety efforts in the next few years will be concentrated in two general areas - The reduction in the incidence of traffic crashes and the reduction in injury severity sustained by those involved in traffic crashes. To reduce crash incidence, increased resources will be allocated to effect drivers known to be over-involved in traffic crashes. Such groups of drivers are the drinking driver, young driver, and the driver with large numbers of violations on record. The identification, licensing and control on these drivers will receive increased attention. To reduce crash severity, resources will be allocated to increase the availability and use of safety equipment, such as safety belts and harnesses, child restraints and motorcycle helmets.

DATA SOURCE

The data used in this analysis was taken from fatal crash records collected by the Utah Highway Safety Office. These records include the State Accident Report and a Supplemental Fatal Accident Report. Information is also collected from newspapers, death certificates and obituaries. The statistical package, Minitab (Wang) is used to extract the information comprising this analysis. Data from Utah fatal accidents are entered on the National Fatal Accident Reporting System maintained in Washington, D.C., through an IBM on-line terminal.

UTAH ACCIDENTS

1948 - 1986

Year	Total Accidents	Fatal-ities	Injur-ies	Number of Accidents Fatal	Number of Accidents Injury	Mil. Ven. Miles	Death Rate Per 100 Mil. Ven. Miles	Fatal Acc. Rate Per 100 Mil. Ven. Miles	Injury Rate Per 100 Mil. Ven. Miles	Total Acc. Rate Per 100 Mil. Ven. Miles
1948	9,961	220	3,982	169	2,675	2,351	9.36	7.19	169	4.24
1949	11,092	174	3,808	151	2,614	2,475	7.03	6.10	154	4.48
1950	12,705	188	4,459	169	3,004	2,839	6.62	5.95	157	4.48
1951	16,475	207	5,132	174	3,495	3,015	6.87	5.77	170	5.46
1952	17,710	246	5,140	184	3,474	3,050	8.07	6.03	169	5.81
1953	16,373	209	4,945	185	3,305	3,232	6.47	5.72	155	5.07
1954	15,103	209	4,495	176	3,016	3,336	6.27	5.28	135	4.53
1955	18,060	203	5,036	166	3,390	3,075	6.60	5.40	164	5.87
1956	17,531	215	4,812	176	3,310	3,310	6.50	5.32	145	5.30
1957	19,054	222	5,022	181	3,397	3,366	6.60	5.38	149	5.66
1958	22,220	193	5,658	171	3,762	3,531	5.47	4.84	160	6.29
1959	23,506	205	5,992	171	3,946	3,784	5.42	4.52	156	6.21
1960	26,478	256	9,128	200	5,576	3,852	6.65	5.20	257	6.87
1961	25,732	236	10,412	197	6,257	3,997	5.90	4.93	261	6.44
1962	26,613	233	11,133	186	6,968	4,240	5.50	4.34	263	6.28
1963	27,340	263	12,603	198	7,798	4,549	5.78	4.35	277	6.01
1964	29,452	295	14,096	246	8,636	4,790	6.17	5.14	294	6.15
1965	29,525	281	14,361	242	8,856	4,997	5.62	4.84	287	5.91
1966	29,957	331	14,994	265	9,076	5,079	6.52	5.22	295	5.90
1967	30,992	275	14,401	231	8,888	5,257	5.24	4.39	274	5.90
1968	34,532	289	15,539	258	9,550	5,539	5.22	4.66	281	6.23
1969	34,766	308	15,977	251	9,850	5,802	5.31	4.33	275	5.99
1970	35,166	335	17,076	276	10,722	6,108	5.49	4.52	280	5.76
1971	39,108	337	18,073	280	11,399	6,544	5.15	4.28	276	5.98
1972	39,856	382	18,261	312	11,630	6,969	5.48	4.48	262	5.72
1973	38,234	361	18,415	304	11,710	7,274	4.96	4.18	255	5.26
1974	31,401	228	16,268	204	10,560	7,457	3.06	2.74	218	4.21
1975	36,426	274	17,762	245	11,441	7,942	3.45	3.09	224	4.58
1976	34,345	254	18,315	225	11,685	8,420	3.02	2.67	218	4.08
1977	38,524	360	19,728	310	12,652	9,054	3.98	3.42	218	4.26
1978	42,684	376	21,029	315	13,423	9,826	3.83	3.21	214	4.34
1979	40,468	328	20,798	287	13,449	9,811	3.34	2.93	212	4.12
1980	33,582	335	17,828	292	11,701	10,645	3.15	2.74	167	3.15
1981	35,989	364	18,090	321	11,824	10,733	3.39	2.99	169	3.35
1982	38,192	296	17,538	263	11,504	10,947	2.70	2.40	160	3.48
1983	40,989	283	18,910	253	12,317	11,228	2.52	2.25	168	3.65
1984	47,489	315	20,487	274	13,477	11,642	2.71	2.35	176	4.08
1985	47,871	303	21,346	270	13,917	12,035	2.52	2.24	177	3.96
1986	45,500	312	20,400*	276	13,400*	12,755*	2.50*	2.23*	175*	3.95*

*Estimated

CUMULATIVE NUMBER OF FATAL ACCIDENTS
Number Killed

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	DEATHS PER 100 MILLION VEHICLE MILES TRAVELLED
1976	20 22	45 55	58 69	69 80	88 103	102 119	134 155	153 176	173 198	195 221	210 238	225 254	3.02
1977	19 21	37 41	60 65	78 86	104 115	135 148	172 195	204 242	229 272	260 309	283 333	310 360	3.97
1978	12 14	30 33	51 54	75 82	97 105	131 146	176 204	209 252	243 295	272 327	298 358	315 376	3.83
1979	25 26	38 40	61 65	88 95	111 121	137 148	168 181	196 213	227 256	243 275	266 305	287 328	3.54
1980	18 20	31 34	53 59	79 90	103 117	132 147	159 182	185 211	214 242	242 275	267 309	292 335	3.15
1981	23 25	42 46	64 69	88 99	109 125	140 161	182 206	218 245	241 269	269 303	295 331	321 364	3.39
1982	13 15	29 33	55 61	72 80	96 108	119 134	152 173	186 211	216 246	231 261	248 278	263 296	2.70
1983	22 23	38 39	58 63	73 82	91 101	118 131	146 161	174 193	200 220	221 243	242 267	253 283	2.52
1984	11 11	21 22	36 39	63 69	89 100	119 134	145 167	183 209	215 244	237 269	255 292	274 315	2.71
1985	19 19	36 39	52 57	78 88	114 125	136 150	155 170	186 209	204 228	219 245	251 280	270 305	2.54
1986	11 11	22 22	39 44	56 64	81 97	115 136	142 166	172 200	200 232	229 261	253 287	275 312	2.50*

Cumulative difference in deaths between current year and previous year:

- 8 -15 -11 -24 -28 -15 - 6 -12 + 4 +16 + 7 + 9

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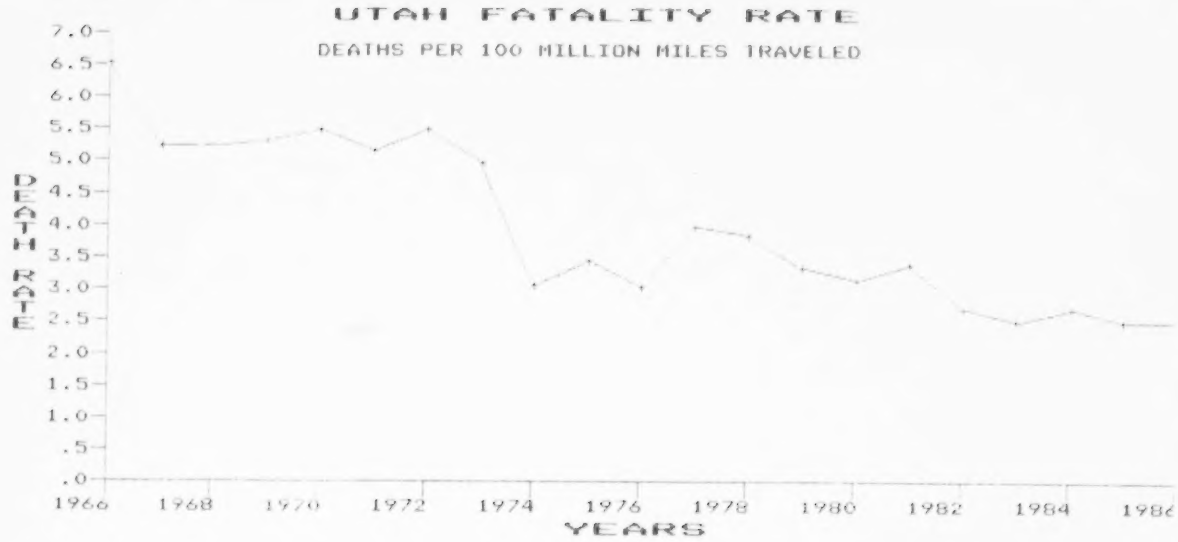
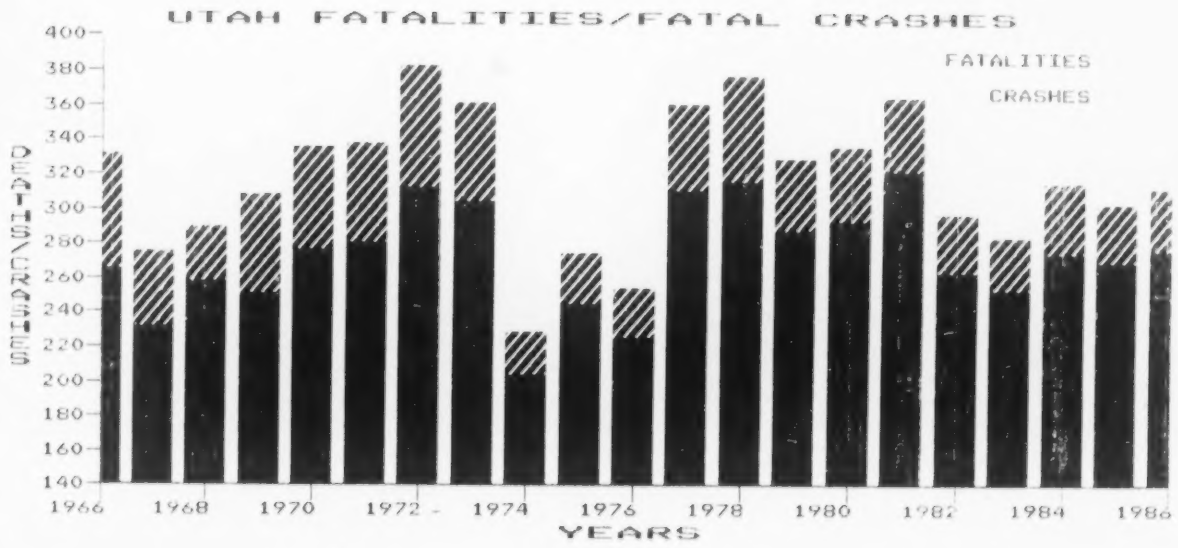
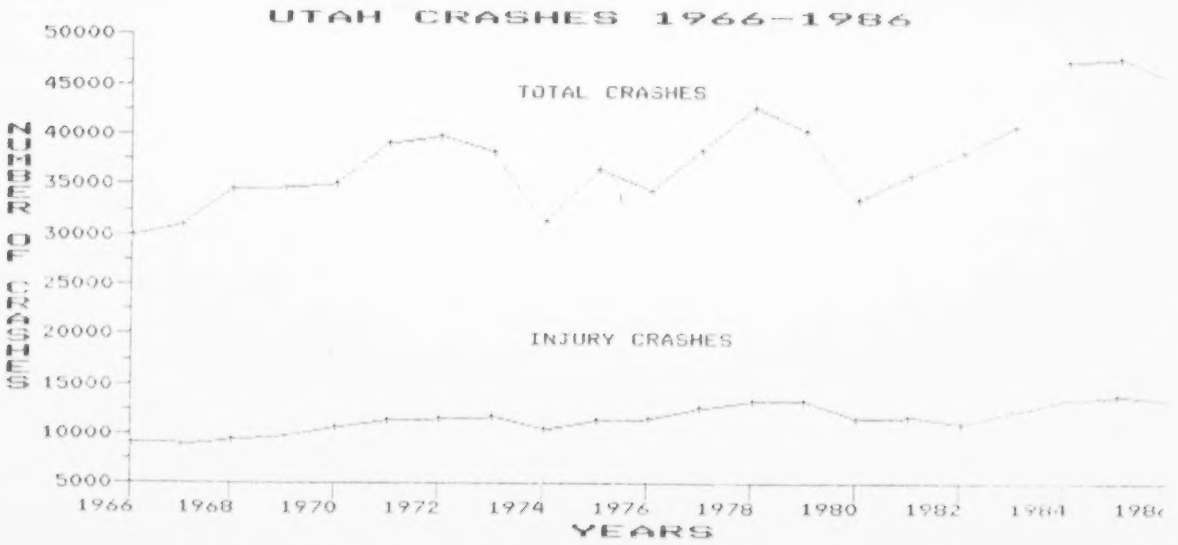
*Estimated

Revised: April 6, 1987


UTAH FATALITY RATE
DEATHS PER 100 MILLION MILES TRAVELED
DEATH RATE
7.0
6.5
6.0
5.5
5.0
4.5
4.0
3.5
3.0
2.5
2.0
1.5
1.0
.5
.0
1966
1968
1970
1972
1974
1976
1978
1980
1982
1984
YEARS


UTAH FATALITIES/FATAL CRASHES
FATALITIES
CRASHES
400
380
360
340
320
300
280
260
240
220
200
180
160
140
1966
1968
1970
1972
1974
1976
1978
1980
1982
1984
1986
YEARS


UTAH CRASHES 1966-1986
TOTAL CRASHES
INJURY CRASHES
NUMBER OF CRASHES
50000
45000
40000
35000
30000
25000
20000
15000
10000
5000
1966
1968
1970
1972
1974
1976
1978
1980
1982
1984
YEARS

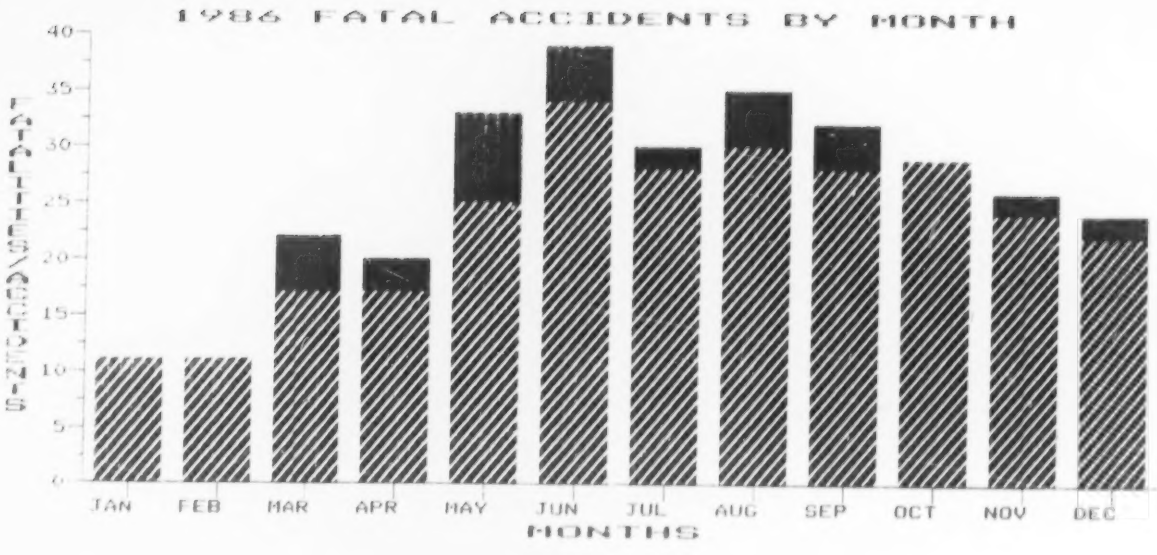
FATAL CRASHES BY COUNTY

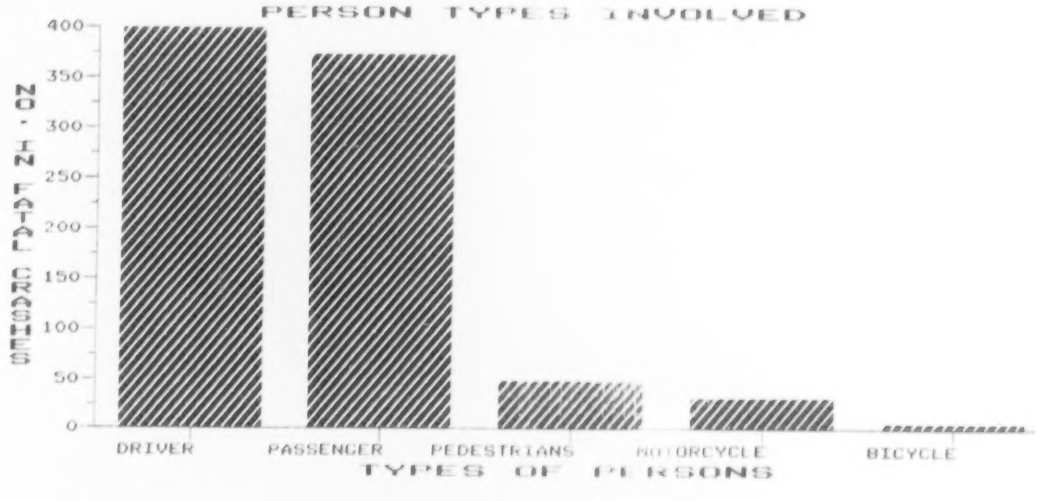
	1985				1986			
	ACC	%	FATAL	%	ACC	%	FATAL	%
BEAVER	0	0.0	0	0.0	1	0.3	1	0.3
BOX ELDER	8	3.0	8	2.6	19	6.9	23	7.4
CACHE	9	3.3	9	3.0	7	2.5	7	2.3
CARBON	10	3.7	10	3.3	6	2.3	6	1.9
DAGGETT	1	0.4	1	0.3	2	0.7	2	0.6
DAVIS	13	4.8	13	4.3	10	3.6	12	3.9
DUCHESNE	5	1.9	5	1.7	5	1.9	5	1.6
EMERY	4	1.5	4	1.3	10	3.6	11	3.5
GARFIELD	1	0.4	1	0.3	2	0.7	2	0.6
GRAND	7	2.6	9	3.0	4	1.5	4	1.3
IRON	6	2.2	6	2.0	10	3.6	10	3.2
JUAB	2	0.7	2	0.7	7	2.5	8	2.6
KANE	3	1.1	3	1.0	7	2.5	7	2.3
MILLARD	8	3.0	11	3.6	8	2.9	12	3.8
MORGAN	1	0.4	1	0.3	1	0.3	1	0.3
PIUTE	0	0.0	0	0.0	0	0.0	0	0.0
RICH	2	0.7	2	0.7	1	0.3	1	0.3
SALT LAKE	82	30.4	90	29.7	82	29.8	94	30.1
SAN JUAN	10	3.7	14	4.6	6	2.3	6	1.9
SANPETE	4	1.5	4	1.3	1	0.3	1	0.3
SEVIER	8	3.0	8	2.6	8	2.9	9	2.9
SUMMIT	9	3.3	10	3.3	5	1.9	5	1.6
TOOELE	9	3.3	13	4.3	10	3.6	11	3.5
UINTAH	7	2.6	7	2.3	5	1.9	5	1.6
UTAH	28	10.3	37	12.2	28	10.2	34	11.0
WASATCH	5	1.9	6	2.0	5	1.9	5	1.6
WASHINGTON	6	2.2	6	2.0	8	2.9	10	3.2
WAYNE	2	0.7	2	0.7	0	0.0	0	0.0
WEBER	20	7.4	21	6.9	18	6.2	20	6.4
TOTAL	270		303		276		312	

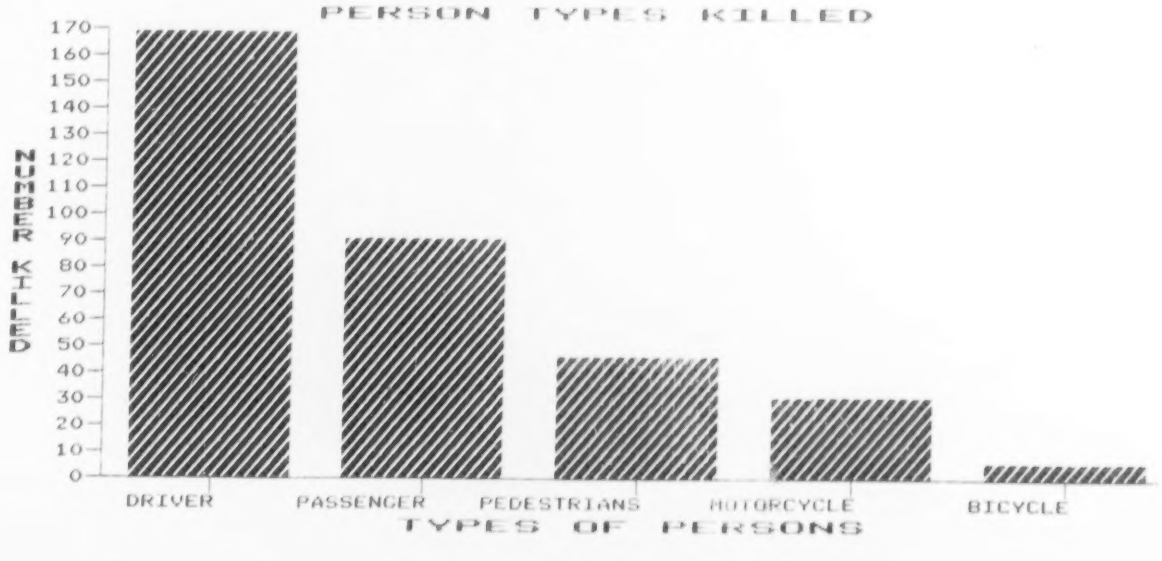
IN 1986 46% OF ALL FATAL CRASHES OCCURRED IN SALT LAKE, UTAH AND WEBER COUNTIES

1986 FATAL CRASHES BY CITY

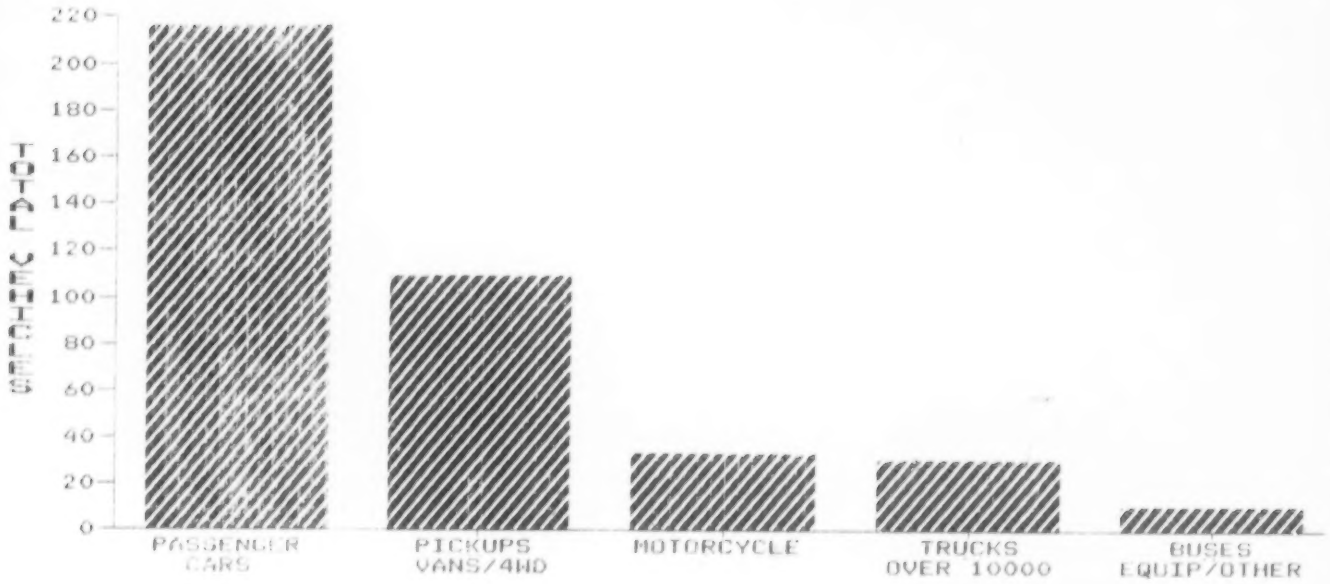
CITY	TOTAL	%	CITY	TOTAL	%
ALPINE	1	0.4	MAPLETON	2	0.7
AMERICAN FORK	1	0.4	MIDVALE	2	0.7
BLUFF	1	0.4	MORONI	1	0.4
BOTHWELL	1	0.4	MURRAY	5	1.8
BOUNTIFUL	1	0.4	NEPHI	1	0.4
BRIGHAM CITY	2	0.7	NIBLEY	1	0.4
CEDAR CITY	2	0.7	OGDEN	5	1.8
CENTERVILLE	1	0.4	OREM	9	3.3
CLEARFIELD	2	0.7	ORDERVILLE	3	1.1
CORINNE	1	0.4	PARADISE	1	0.4
DRAPER	2	0.7	PARK CITY	1	0.4
ERDA	1	0.4	PAYSON	1	0.4
FARMINGTON	2	0.7	PLEASANT VIEW	1	0.4
FRUIT HEIGHTS	1	0.4	PRICE	1	0.4
GRANTSVILLE	1	0.4	PROVO	3	1.1
GREEN RIVER	1	0.4	RIVERSIDE	1	0.4
HARRISVILLE	1	0.4	ROOSEVELT	1	0.4
HOOPER	2	0.7	ROY	1	0.4
HOWELL	1	0.4	SALT LAKE CITY	23	8.5
JOSEPH	1	0.4	SANDY	9	3.3
KANAB	1	0.4	SO. JORDAN	1	0.4
KAYSVILLE	1	0.4	SO. OGDEN	1	0.4
KEARNS	1	0.4	SPANISH FORK	1	0.4
LAPOINTE	1	0.4	THATCHER	1	0.4
LAVERKIN	1	0.4	TRIDELL	1	0.4
LAYTON	2	0.7	VERNAL	1	0.4
LEHI	3	1.1	WASHINGTON	1	0.4
LINDON	1	0.4	WENDOVER	1	0.4
MAGNA	2	0.7	WEST JORDAN	2	0.7
MAMMOTH	1	0.4	WEST VALLEY	7	2.5
			WOODRUFF	1	0.4


1986 FATAL ACCIDENTS BY MONTH
FATALITIES/ACCIDENTS
0
5
10
15
20
25
30
35
40
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
MONTHS


PERSON TYPES INVOLVED
NO. IN FATAL CRASHES
0
50
100
150
200
250
300
350
400
DRIVER
PASSENGER
PEDESTRIANS
MOTORCYCLE
BICYCLE
TYPES OF PERSONS


PERSON TYPES KILLED
NUMBER KILLED
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
170
DRIVER
PASSENGER
PEDESTRIANS
MOTORCYCLE
BICYCLE
TYPES OF PERSONS

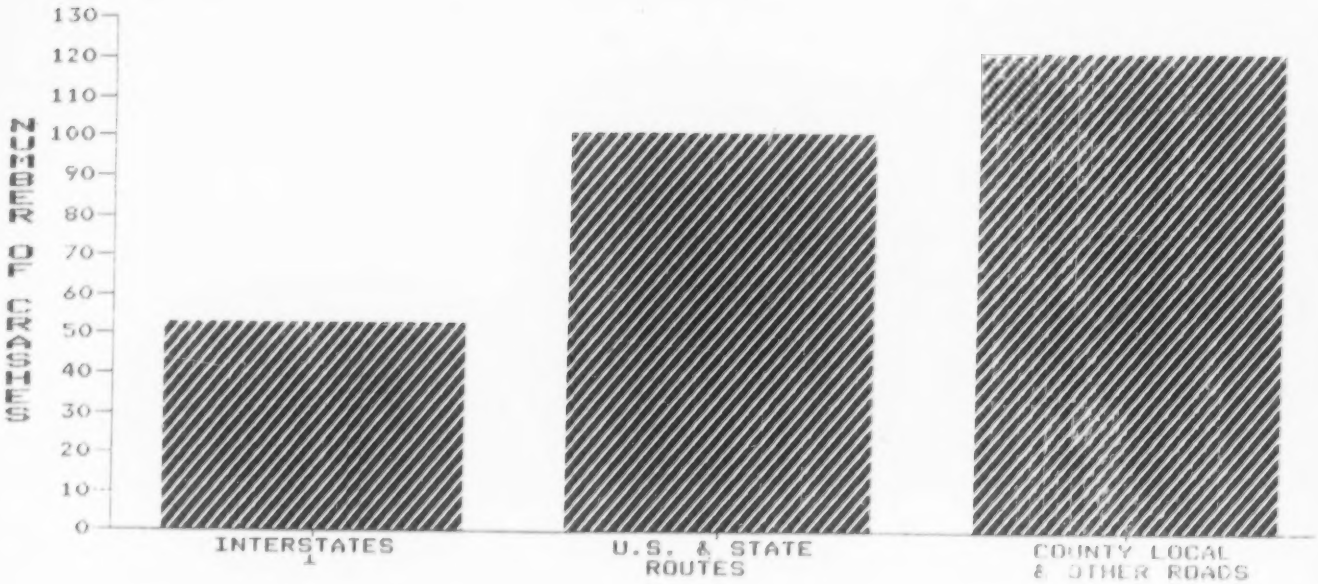
VEHICLE TYPES INVOLVED IN FATAL CRASHES



YEAR	PASSENGER CARS TOTAL	%	PICKUPS VANS AND 4WD VEH TOTAL	%	MOTOR-CYCLES TOTAL	%	TRUCKS OVER 10,000 GVW TOTAL	%	BUSES, EQUIPMENT AND OTHER VEHICLES TOTAL	%	TOTAL VEHICLES
1983	178	48.6	102	27.9	27	7.4	41	11.2	18	4.9	366
1984	180	44.5	117	29.0	39	9.7	57	14.1	11	2.7	404
1985	218	51.9	116	27.6	38	9.1	35	8.3	13	3.1	420
1986	216	54.0	109	27.2	33	8.3	31	7.8	11	2.7	400

IN 1986, THE PROPORTION OF ALL VEHICLES OTHER THAN PASSENGER CARS INVOLVED IN FATAL CRASHES DECREASED COMPARED TO 1985.

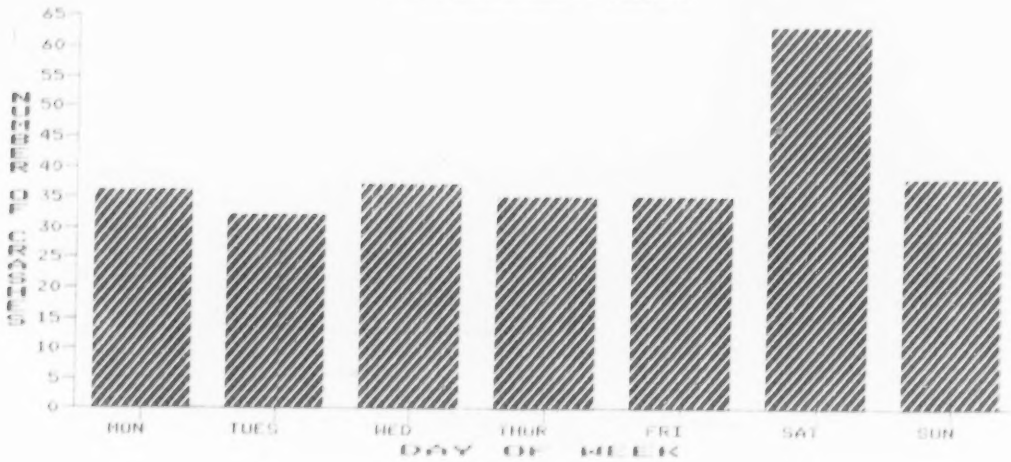
FATAL CRASHES BY CLASS OF TRAFFICWAY



	INTERSTATE TOTAL	%	OTHER U.S.& STATE ROUTES TOTAL	%	COUNTY, LOCAL & OTHER TOTAL	%	TOTAL FATAL CRASHES
1983	49	19.4	100	39.5	104	41.1	253
1984	60	22.0	112	41.0	101	37.0	274
1985	54	20.0	123	45.6	93	34.4	270
1986	53	19.2	101	36.6	122	44.2	276

IN 1986 19% OF ALL FATAL CRASHES OCCURRED ON THE INTERSTATE SYSTEM, 37% ON OTHER U.S. AND STATE ROUTES, AND 44% OCCURRED ON THE LOCAL AND COUNTY TRAFFICWAYS.

FATAL CRASHES BY DAY



FATAL CRASHES BY DAY

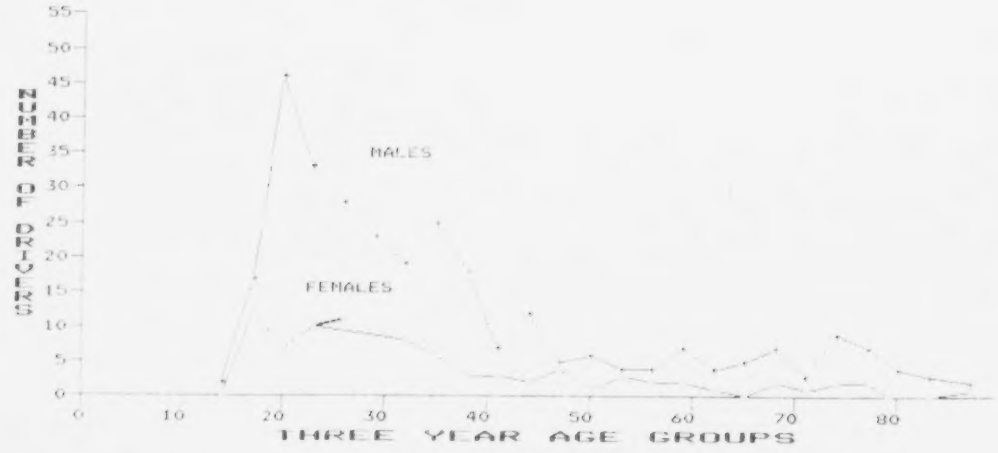
	1983 TOTAL	%	1984 TOTAL	%	1985 TOTAL	%	1986 TOTAL	%
MONDAY	35	13.8	34	12.4	47	17.4	36	13.0
TUESDAY	25	9.9	35	12.8	36	13.3	32	11.6
WEDNESDAY	34	13.5	37	13.5	39	14.5	37	13.4
THURSDAY	48	19.0	29	10.6	27	10.0	35	12.7
FRIDAY	39	15.4	44	16.1	40	14.8	35	12.7
SATURDAY	40	15.8	53	19.3	50	18.5	63	22.8
SUNDAY	32	12.6	42	15.3	31	11.5	38	13.8

FATAL CRASHES BY TIME OF DAY

	1983 TOTAL	%	1984 TOTAL	%	1985 TOTAL	%	1986 TOTAL	%
MIDNIGHT-3:59AM	40	15.8	46	16.8	33	12.2	31	11.2
4:00AM - 7:59AM	30	11.9	22	8.1	31	11.5	25	9.1
8:00AM - 11:59AM	38	15.1	29	10.6	35	13.0	44	15.9
NOON - 3:59AM	35	13.8	55	20.1	47	17.4	54	19.6
4:00PM - 7:59PM	53	20.9	59	21.5	69	25.5	61	22.1
8:00PM-MIDNIGHT	57	22.5	61	22.2	55	20.4	59	21.4
UNKNOWN					2	0.7	2	0.7

DURING 1986, SATURDAY WAS THE MOST HEAVILY REPRESENTED DAY OF THE WEEK WITH 23% OF ALL FATAL CRASHES. THE HIGHEST TIME PERIOD FOR FATAL CRASHES IN 1986, WAS 4:00 PM TO 8.00 PM WITH 22% OF ALL FATAL CRASHES OCCURRING DURING THAT TIME PERIOD.

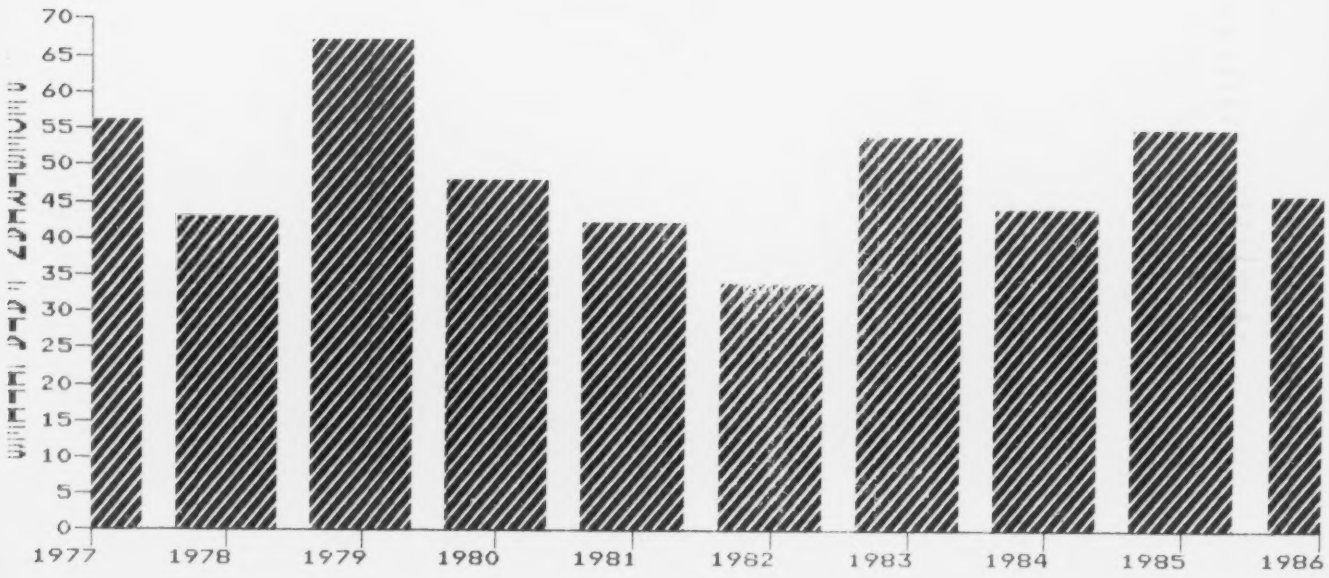
DRIVER AGE AND SEX IN FATAL CRASHES



	MALE		FEMALE	
UNDER 15	2	.5%	0	0.0%
15 - 17	17	4.3%	12	3.0%
18 - 20	46	11.5%	7	1.8%
21 - 23	33	8.3%	10	2.4%
24 - 26	28	7.0%	11	2.6%
27 - 29	23	5.8%	10	2.4%
30 - 32	19	4.8%	8	2.0%
33 - 35	25	6.3%	6	1.5%
36 - 38	18	4.5%	3	0.8%
39 - 41	7	1.8%	3	0.8%
42 - 44	12	3.0%	2	0.5%
45 - 47	5	1.3%	4	1.0%
48 - 65	30	7.5%	9	2.2%
OVER 65	35	8.8%	8	2.0%
UNKNOWN	3	0.8%	0	0.0%
UNKNOWN AGE AND SEX	3	0.8%		
TOTAL	306	77.0%	93	23.0%

IN 1986 FATAL CRASHES, 38% OF THE DRIVERS WERE UNDER 25 YEARS OF AGE. SINCE THIS AGE GROUP OF DRIVERS MAKES UP 29% OF THE LICENSED DRIVERS IN UTAH, THEY ARE OVERREPRESENTED IN FATAL CRASHES. ADDITIONALLY, 29% OF THE DRIVERS INVOLVED IN 1986 FATAL CRASHES WERE UNDER AGE 25 AND MALE. SINCE THIS GROUP OF DRIVERS COMPRISE 15% OF ALL LICENSED DRIVERS IN UTAH, THEY ARE OVER-INVOLVED IN FATAL CRASHES.

PEDESTRIAN FATALITIES



1986 PEDESTRIAN ACCIDENT SUMMARY

	TOTAL	PERCENT
IN SALT LAKE COUNTY	21	47.7
IN WEBER, DAVIS AND UTAH COUNTIES	7	15.9
BETWEEN 5:00PM - 6:59PM	20	45.4
IN URBAN AREAS	29	66.0
ON ROADWAY	39	88.6
NOT PHYSICALLY DIVIDED ROAD	28	63.6
ON ROADWAY WITH POSTED SPEED 40MPH OR LESS	22	50.0
NO TRAFFIC CONTROLS	36	81.8
DARK	24	54.5
CLEAR WEATHER	38	86.4
HIT AND RUN	5	11.4
IN SHOPPING AREAS	12	27.3
IN RESIDENTIAL AREAS	15	34.1
ON SATURDAYS	10	22.7
INVESTIGATED BY LOCAL POLICE	20	45.4
TOTAL ACCIDENTS	44	

1986 PEDESTRIAN/BICYCLISTS FATAL ACCIDENTS

DRIVER SUMMARY

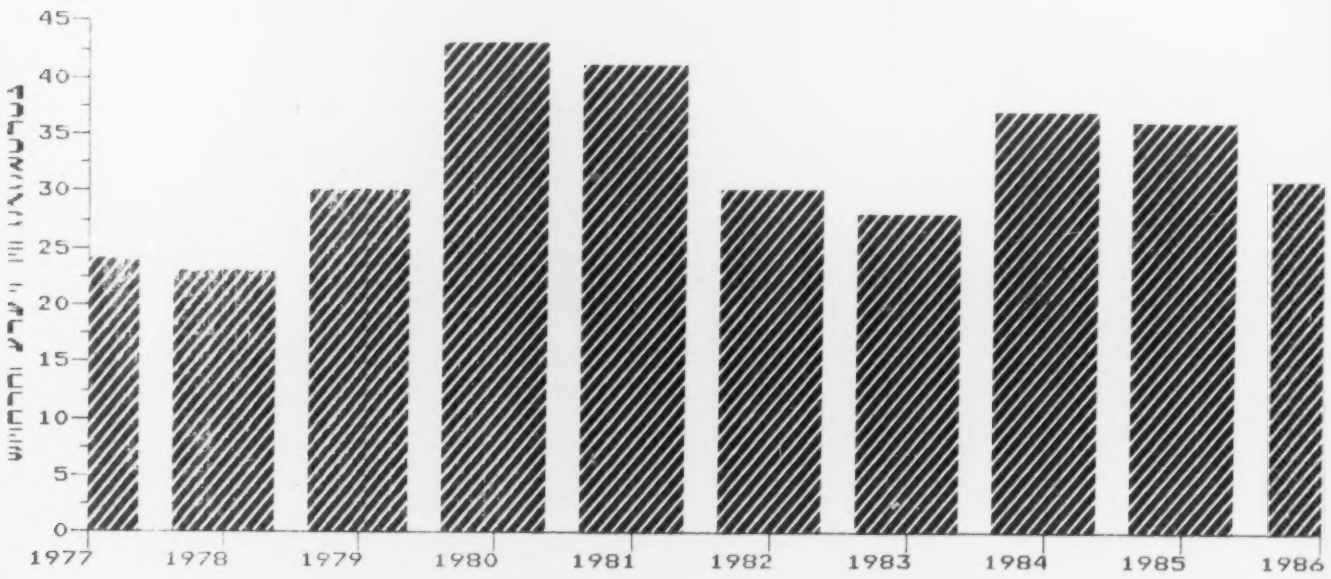
	TOTAL	PERCENT
UTAH DRIVERS	35	77.8
TRAVELING 40 MPH OR LESS	15	33.3
TRAVELING STRAIGHT	42	93.3
DROVE RECKLESSLY	6	13.3
SPEEDING	4	8.9
DRINKING	5	11.1
TOTAL DRIVERS	45	

PEDESTRIANS KILLED

	TOTAL	PERCENT
UNDER 4 YEARS OF AGE	3	6.5
AGE 5 - 12	8	17.4
AGE 13 - 15	1	2.2
AGE 16 - 18	2	4.3
AGE 19 - 25	2	4.3
AGE 26 - 60	19	41.3
AGE 60 AND ABOVE	11	23.9
MALE	33	71.7
IN A CROSSWALK	2	4.3
NOT IN A CROSSWALK NOR AT INTERSECTION	39	84.8
DRINKING	12	26.1
RAN INTO ROADWAY	2	4.3
CROSSING IMPROPERLY	10	21.7
JOGGING	1	2.2

THERE WERE 46 PEDESTRIANS KILLED IN 1986 AS COMPARED TO 55 IN 1985. THE PEDESTRIAN MOST OFTEN CONTRIBUTED TO THE ACCIDENT BY CROSSING IMPROPERLY WHEN VISIBILITY IS LOW DUE TO DARKNESS. 26% OF THE PEDESTRIANS KILLED HAD BEEN DRINKING. THERE WERE 6 BICYCLISTS KILLED IN 1986 AS COMPARED TO 8 IN 1985.

MOTORCYCLE FATALITIES



1986 MOTORCYCLE ACCIDENT SUMMARY

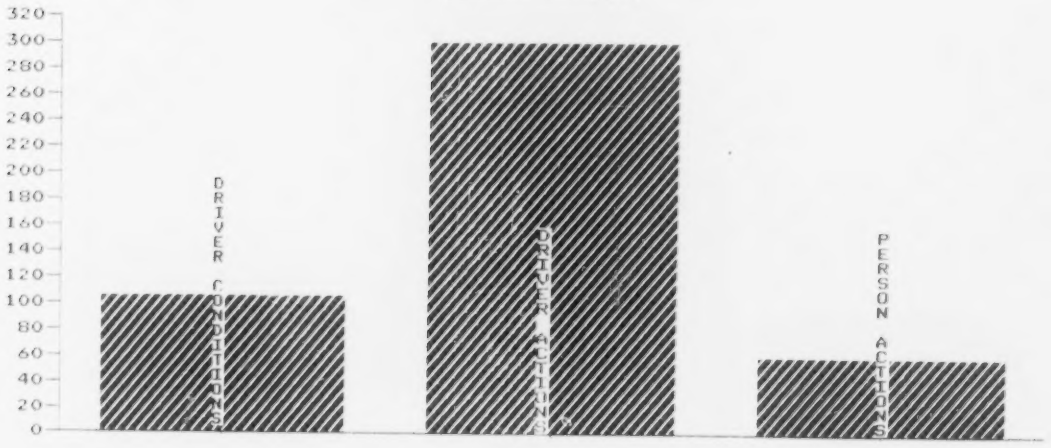
	TOTAL	PERCENT
IN SALT LAKE COUNTY	11	35.5
IN WEBER, DAVIS AND UTAH COUNTIES	9	29.0
BETWEEN 5:00PM AND MIDNIGHT	20	64.5
IN URBAN AREAS	15	48.4
COLLISION WITH ANOTHER VEHICLE	14	45.2
CLEAR WEATHER	30	96.8
TOTAL ACCIDENTS	31	

MOTORCYCLISTS KILLED

	TOTAL	PERCENT
DRIVERS KILLED	26	78.8
UNDER 25 YEARS OF AGE	13	39.4
MALE	25	75.8
NO HELMET	24	72.3
DRINKING	11	33.3
PASSENGERS KILLED	5	62.5
NO HELMET	5	62.5
TOTAL DRIVERS & PASSENGERS KILLED	31	100.0

79% OF THE MOTORCYCLE DRIVERS INVOLVED IN 1986 FATAL MOTORCYCLE ACCIDENTS WERE KILLED AND 63% OF THE PASSENGERS INVOLVED WERE KILLED. THERE WERE 31 MOTORCYCLISTS KILLED OF WHICH 2 WERE WEARING HELMETS.

CONTRIBUTING FACTORS IN 1986 FATAL CRASHES



DRIVER CONDITIONS

	TOTAL
DROWSY/ASLEEP	20
DRINKING	84
OTHER	1

DRIVER ACTIONS

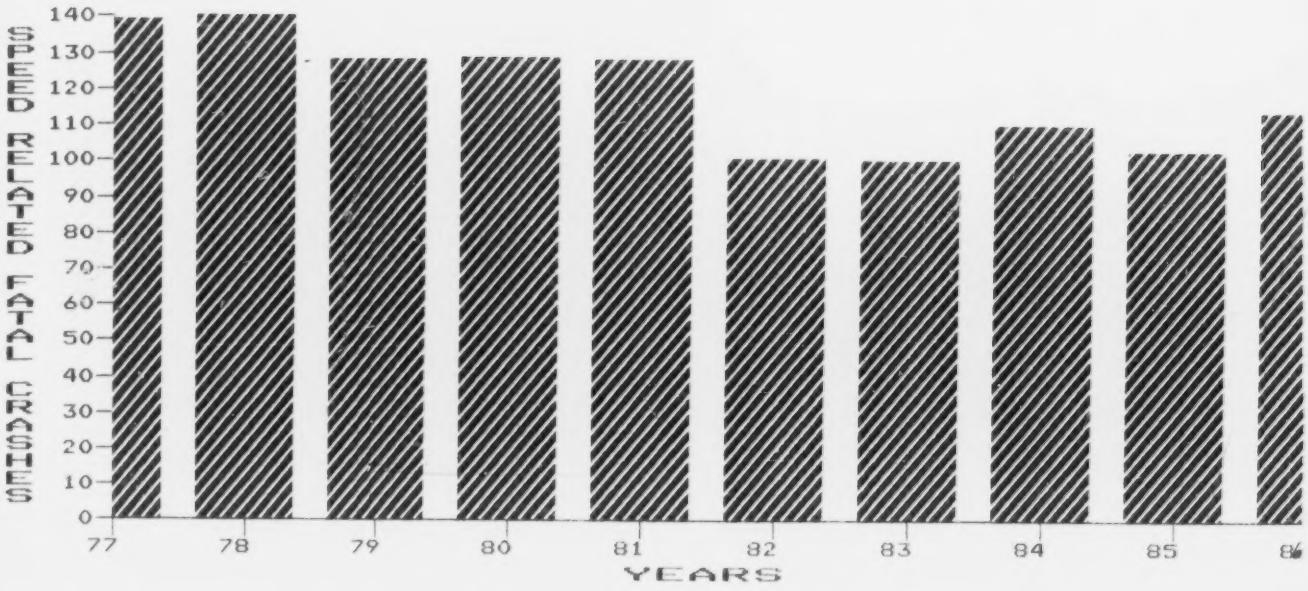
	TOTAL
SPEEDING	114
FAILURE TO YIELD	18
FAILURE TO OBEY TRAFFIC CONTROLS	29
WRONG SIDE OF ROAD	17
IMPROPER PASSING	5
RECKLESS DRIVING	63
RAN OFF ROAD	21
IMPROPER TURN	6
OTHER	29

PERSON ACTIONS

	TOTAL
DRINKING	12
IMPROPER CROSSING	16
WALKING IN ROADWAY	19
OTHER	13

IN 1986 SPEEDING WAS THE LEADING CONTRIBUTING CIRCUMSTANCE OF FATAL CRASHES. DRINKING IS NOTED AS A CONTRIBUTING FACTOR FOR 21% OF THE DRIVERS. SOME ACCIDENTS HAD MORE THAN ONE CONTRIBUTING FACTOR.

DRIVER CONTRIBUTING FACTORS
SPEEDING



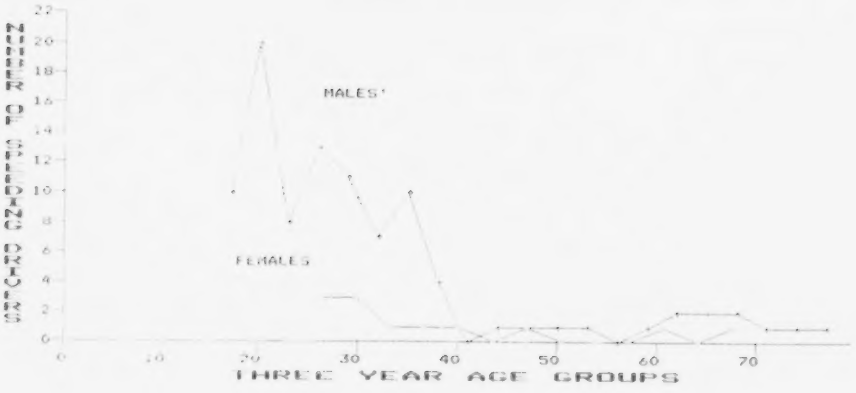
SPEEDING ACCIDENT SUMMARY 1986

	TOTAL	PERCENT
IN RURAL AREAS	76	66.7
COLLISION WITH ANOTHER VEHICLE	21	18.4
OVERTURN	50	43.9
ON DRY ROADS	95	83.3
CLEAR WEATHER	100	87.7
TOTAL ACCIDENTS	114	

DRIVERS KILLED IN SPEED RELATED ACCIDENTS 1986

	TOTAL	PERCENT
DRIVERS KILLED	72	63.2
MALE	64	56.1
UNDER 25 YEARS OF AGE	29	25.4
NO RESTRAINT USE	68	60.0

SPEEDING DRIVERS AGE AND SEX IN FATAL CRASHES



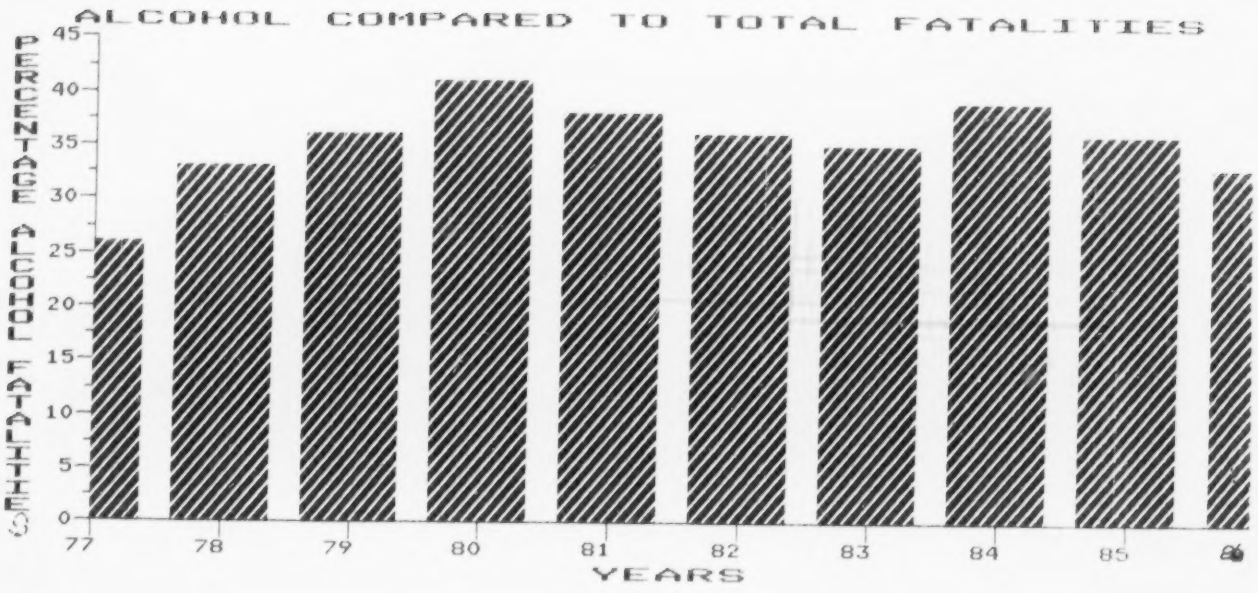
	MALE		FEMALE	
	TOTAL	%	TOTAL	%
UNDER 15	0	0.0	0	0.0
15 - 17	10	8.8	3	2.6
18 - 20	20	17.5	0	0.0
21 - 23	8	7.0	3	2.6
24 - 26	13	11.4	3	2.6
27 - 29	11	9.6	1	0.9
30 - 32	7	6.1	1	0.9
33 - 35	10	8.8	1	0.9
36 - 38	4	3.5	0	0.0
39 - 41	0	0.0	1	0.9
42 - 44	1	0.9	0	0.0
45 - 47	1	0.9	0	0.0
48 - 65	7	6.1	2	1.8
OVER 65	5	4.4	0	0.0
UNKNOWN	2	1.8	0	0.0
TOTAL	99	86.6	15	13.2

SPEEDING DRIVER SUMMARY

	TOTAL	PERCENT
NO RESTRAINTS USED	105	92.1
UTAH DRIVERS	80	70.2
SPEEDS OVER 55	58	50.9
PREVIOUS ACCIDENTS	7	6.1
PREVIOUS SUSPENSIONS	18	15.8
PREVIOUS DUI'S	10	8.8
PREVIOUS SPEED	42	36.8
PREVIOUS OTHER HARMFUL	29	25.4
TOTAL DRIVERS	114	

IN 1986 FATAL CRASHES, 30% OF THE SPEEDING DRIVERS WERE FROM OUT OF STATE. 39% OF THE DRIVERS WHO CONTRIBUTED BY SPEEDING WERE UNDER 24 YEARS OF AGE AND 87% WERE MALE. 44% OF THE FATAL CRASHES INVOLVING EXCESSIVE SPEED RESULTED IN OVERTURNS.

ALCOHOL RELATED FATAL CRASHES
AND FATALITIES



THE HIGHEST YEAR FOR ALCOHOL RELATED FATALITIES SINCE 1973 WAS 1981 (151). THE YEAR WITH THE GREATEST PERCENTAGE OF ALCOHOL RELATED FATAL CRASHES SINCE 1973 WAS 1980 (42%).

ALCOHOL RELATED ACCIDENTS

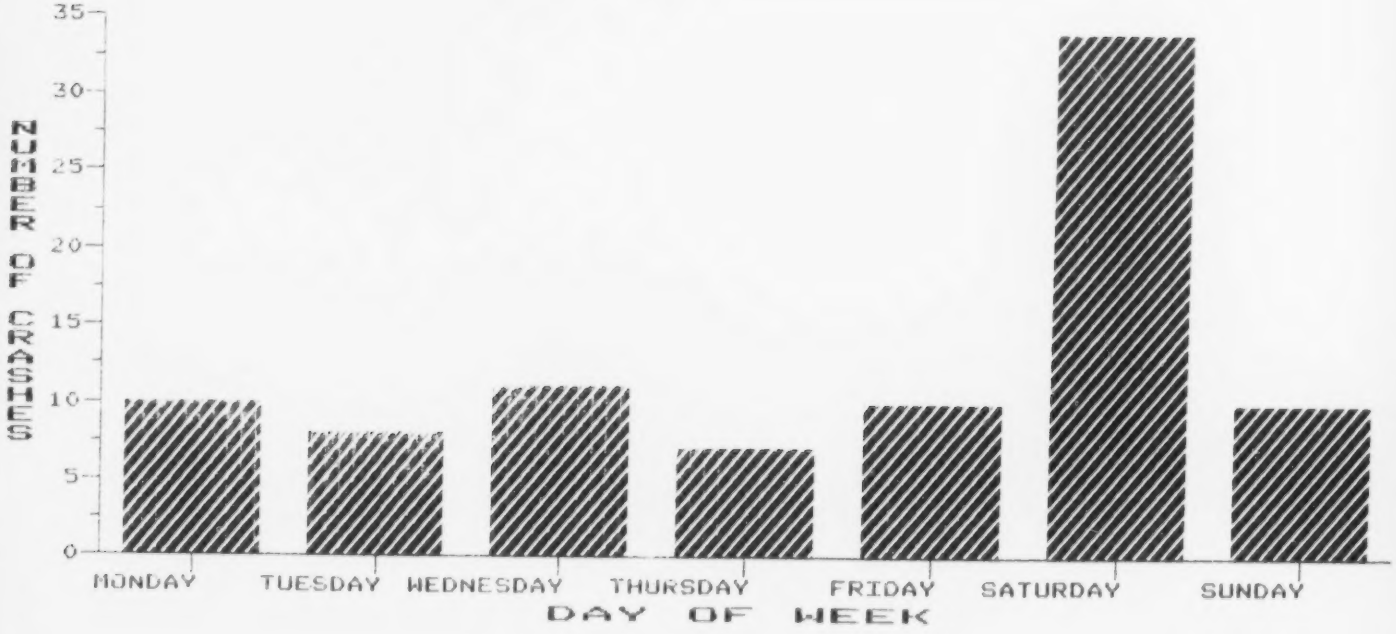
	1983	1984	1985	1986
TOTAL FATAL CRASHES	253	274	270	276
TOTAL FATALITIES	283	315	303	312
TOTAL ALCOHOL FATAL CRASHES	94	113	95	90
TOTAL ALCOHOL RELATED FATALITIES	101	129	110	104
% ALCOHOL OUT OF TOTAL FATALITIES	35.7	41.0	36.3	33.3
TOTAL PEOPLE KILLED	101	129	110	104
TOTAL DRIVERS KILLED	58	78	60	58
TOTAL PASSENGERS KILLED	21	28	28	30
TOTAL PEDESTRIANS KILLED	22	19	22	16
TOTAL BICYCLISTS KILLED	0	1	0	0

ALCOHOL RELATED FATAL ACCIDENTS BY MONTH

	1983		1984		1985		1986	
	TOTAL	%	TOTAL	%	TOTAL	%	TOTAL	%
JANUARY	8	8.5	4	3.5	10	10.5	0	0.0
FEBRUARY	6	6.4	4	3.5	6	6.3	7	7.8
MARCH	9	9.6	7	6.2	10	10.5	8	8.9
APRIL	5	5.3	9	8.0	10	10.5	2	2.2
MAY	10	10.6	15	13.3	10	10.5	10	11.1
JUNE	8	8.5	19	16.8	7	7.4	12	13.4
JULY	11	11.7	9	8.0	5	5.3	8	8.9
AUGUST	8	8.5	15	13.3	11	11.6	12	13.4
SEPTEMBER	7	7.5	10	8.9	5	5.3	9	9.9
OCTOBER	10	10.6	6	5.3	8	8.4	10	11.1
NOVEMBER	8	8.5	7	6.2	11	11.6	7	7.8
DECEMBER	4	4.3	8	7.0	6	6.3	5	5.5
TOTAL	94	100.0	113	100.0	95	100.0	90	100.0

IN 1986 ALCOHOL RELATED FATAL CRASHES 13% OCCURRED IN JUNE AND IN AUGUST.

ALCOHOL FATAL ACCIDENTS BY DAY 1986



DAY OF WEEK

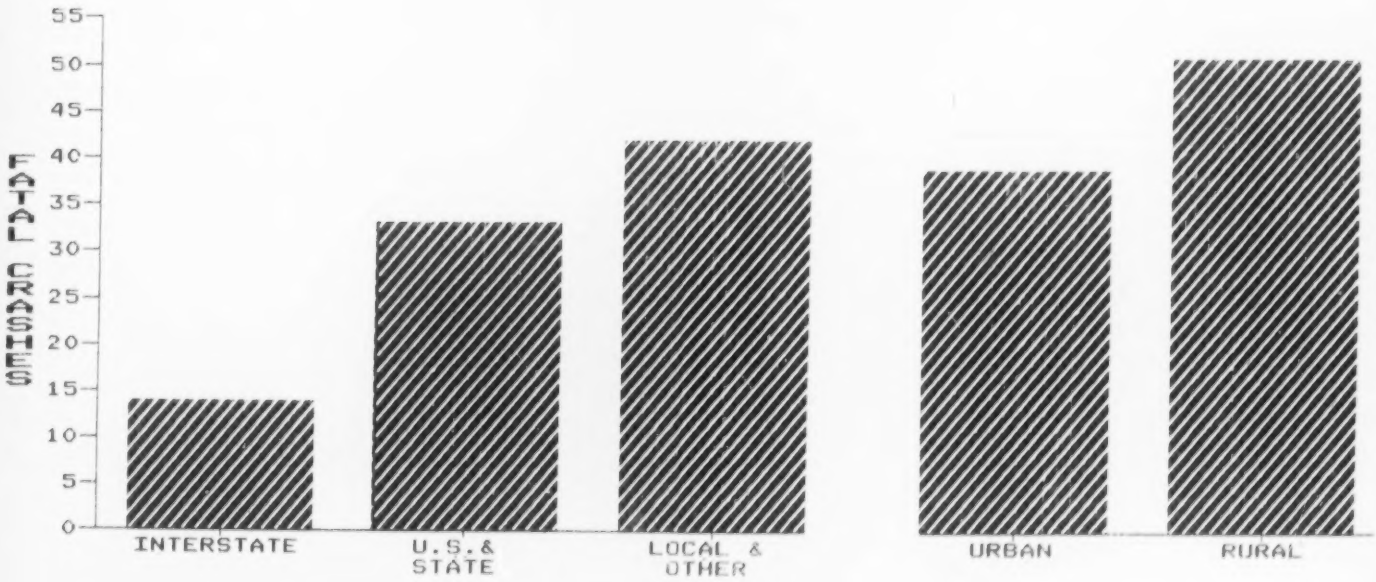
	TOTAL	PERCENT
MONDAY	10	11.1
TUESDAY	8	8.9
WEDNESDAY	11	12.2
THURSDAY	7	7.8
FRIDAY	10	11.1
SATURDAY	34	37.8
SUNDAY	10	11.1

TIME OF DAY

	TOTAL	PERCENT
MIDNIGHT-3:59AM	17	18.9
4:00AM-7:59AM	5	5.6
8:00AM-11:59AM	1	1.1
NOON-3:59PM	7	7.8
4:00PM-7:59PM	20	22.2
8:00PM-11:59PM	40	44.4

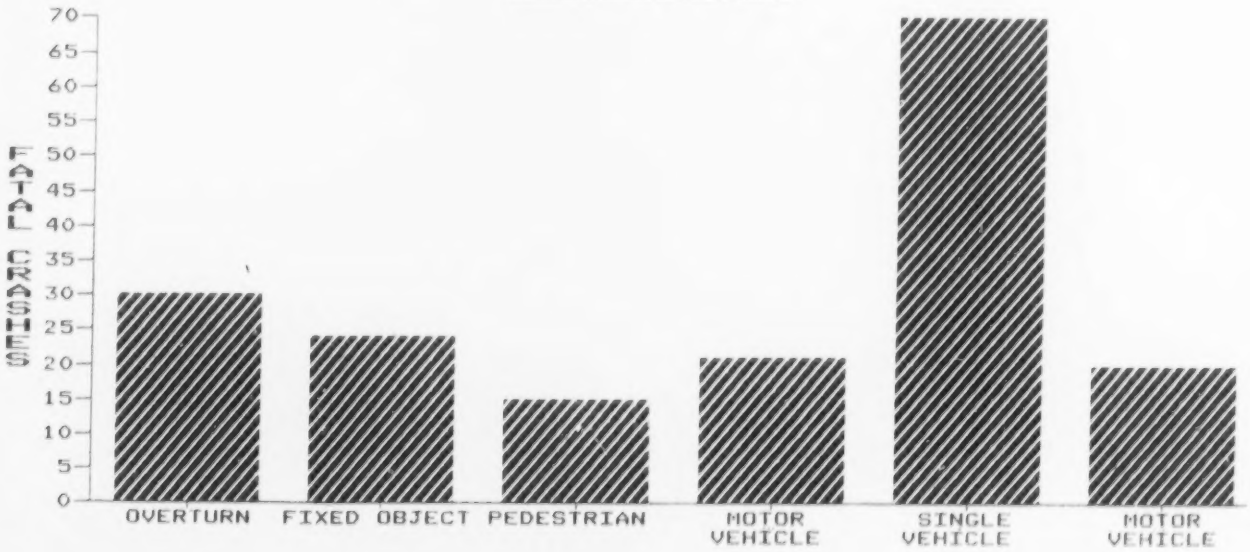
IN 1986 ALCOHOL RELATED FATAL CRASHES 63% OCCURRED BETWEEN 8P.M. AND 4A.M. AND 38% OCCURRED ON SATURDAY.

1986 ALCOHOL RELATED FATAL CRASHES
BY CLASS OF TRAFFICWAY



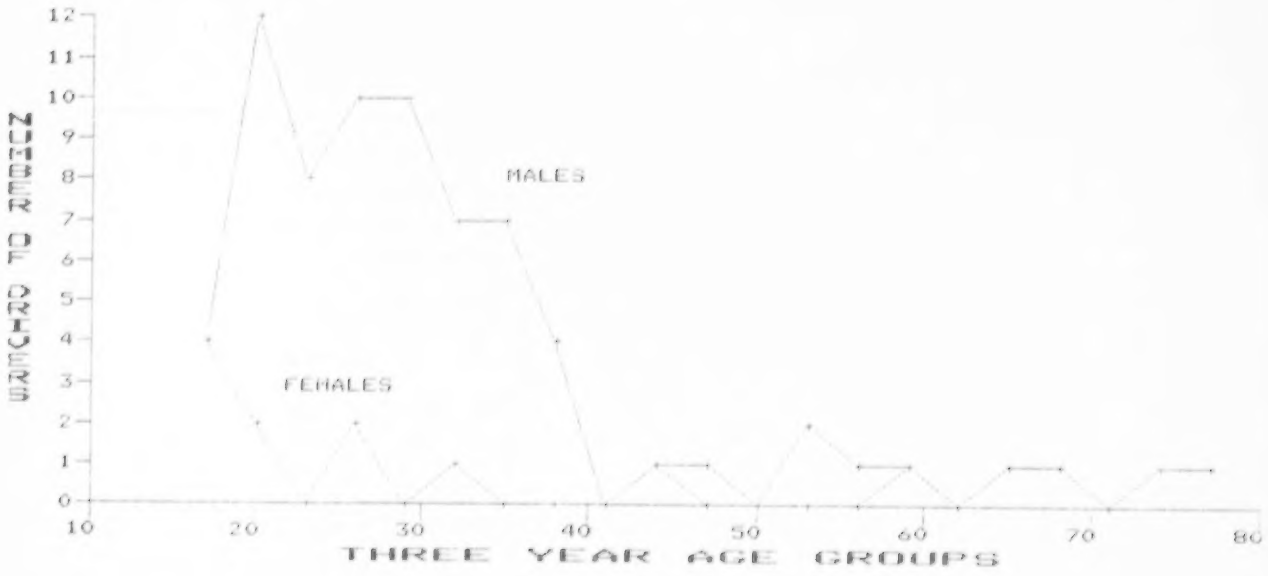
IN 1986 57% (51)ALCOHOL RELATED FATAL CRASHES OCCURRED IN RURAL AREAS AND 47% (42) WERE ON LOCAL ROADS.

FIRST HARMFUL EVENT



IN 1986 ALCOHOL RELATED FATAL CRASHES, 22% (20) INVOLVED A COLLISION WITH ANOTHER VEHICLE AND 78% (70) INVOLVED ONLY ONE VEHICLE

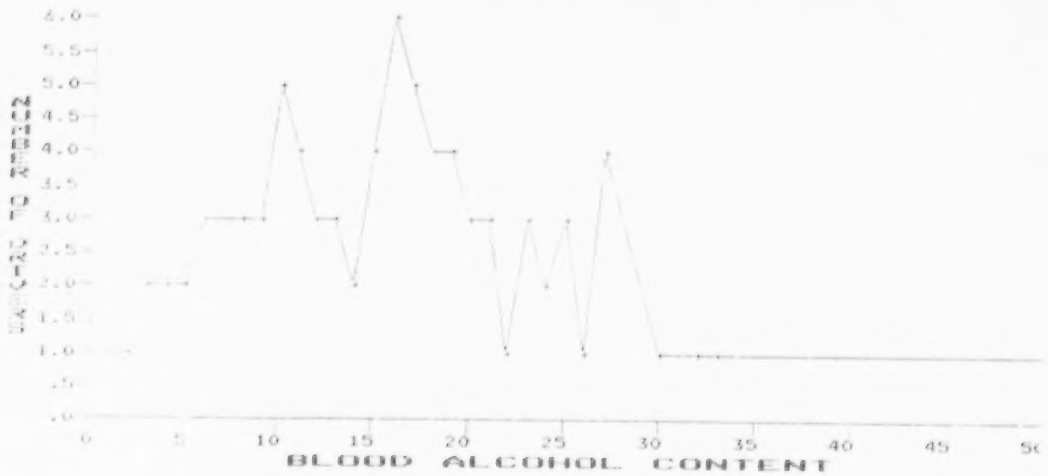
DRIVERS WHO CONTRIBUTED IN ALCOHOL RELATED FATAL CRASHES AGE AND SEX 1986



	MALE	FEMALE
15 - 17	4	4
18 - 20	12	2
21 - 23	8	0
24 - 26	10	2
27 - 29	10	0
30 - 32	7	1
33 - 35	7	0
36 - 38	4	0
39 - 41	0	0
42 - 44	1	1
45 - 47	1	0
48 - 65	5	1
OVER 65	3	0
UNKNOWN	1	0
TOTAL	73	11

IN 1986 ALCOHOL RELATED FATAL CRASHES, 19% OF THE DRIVERS WERE UNDER 21 YEARS OLD AND MALE.

1986 DRINKING DRIVERS IN ALCOHOL RELATED FATAL CRASHES
BLOOD ALCOHOL CONTENT



1986 AVERAGE B.A.C. .16

1985 AVERAGE B.A.C. .16

B.A.C.	TOTAL	B.A.C.	TOTAL
		.18	4
.01	1	.19	4
.02	1	.20	3
.03	2	.21	3
.04	2	.22	1
.05	2	.23	3
.06	3	.24	2
.07	0	.25	3
.08	3	.26	1
.09	3	.27	4
.10	5	.30	1
.11	4	.32	1
.12	3	.33	1
.13	3	.35	1
.14	1	50	1
.15	3	RESULTS UNKNOWN	6
.16	4	UNKNOWN	2
.17	2		

76% OF THE DRIVERS WHO CONTRIBUTED BY DRINKING IN ALCOHOL RELATED FATAL CRASHES HAD A BLOOD ALCOHOL CONTENT OF .08 OR GREATER.

ALCOHOL RELATED FATAL ACCIDENTS
BY COUNTY

	1983		1984		1985		1986	
	ACC	FATALS	ACC	FATALS	ACC	FATALS	ACC	FATALS
BEAVER	0	0	1	2	0	0	1	1
BOX ELDER	2	2	4	4	1	1	5	5
CACHE	1	1	0	0	2	2	2	2
CARBON	1	1	1	1	3	3	5	5
DAGGETT	0	0	0	0	1	1	0	0
DAVIS	5	5	4	5	6	6	3	4
DUCHESNE	5	5	0	0	3	3	4	4
EMERY	1	1	4	5	1	1	2	2
GARFIELD	0	0	1	2	0	0	1	1
GRAND	0	0	3	3	3	5	1	1
IRON	0	0	1	1	1	1	1	1
JUAB	2	2	1	1	0	0	0	0
KANE	2	2	3	6	0	0	0	0
MILLARD	2	2	3	3	3	4	0	0
MORGAN	0	0	2	3	1	1	1	1
PIUTE	0	0	2	2	0	0	0	0
RICH	1	1	0	0	0	0	0	0
SALT LAKE	32	32	36	38	37	40	31	40
SAN JUAN	6	7	1	1	4	6	4	4
SANPETE	4	4	4	4	1	1	0	0
SEVIER	1	2	1	1	2	2	3	3
SUMMIT	4	5	6	7	2	2	1	1
TOOELE	3	3	3	4	4	8	6	7
UINTAH	4	5	3	3	5	5	2	2
UTAH	3	4	9	9	4	6	3	3
WASATCH	3	3	3	4	4	5	1	1
WASHINGTON	1	1	5	6	2	2	5	7
WAYNE	0	0	0	0	0	0	0	0
WEBER	11	13	12	14	5	5	8	9
TOTAL	94	101	113	129	95	110	90	104

IN 1986, 50% OF ALL ALCOHOL RELATED FATAL CRASHES OCCURRED IN THREE COUNTIES: SALT LAKE, WEBER, AND TOOELE.

OCCUPANT RESTRAINT USE

A LAW REQUIRING PARENTS AND GUARDIANS TO PUT THEIR INFANTS AND TODDLERS UNDER AGE FIVE IN APPROPRIATE RESTRAINTS WENT IN TO EFFECT JULY 1, 1984.

ON APRIL 28,1986 A NEW OCCUPANT RESTRAINT LAW WENT IN TO EFFECT. IT REQUIRES ALL FRONT SEAT OCCUPANTS TO BE USING SAFETY BELTS. VEHICLES NOT REQUIRED TO BE EQUIPPED WITH BELTS BY FEDERAL STANDARD ARE EXEMPT. PEOPLE WITH MEDICAL PROBLEMS WHICH WOULD BE AGGRAVATED BY THE USE OF SEAT BELTS DO NOT HAVE TO USE THEM IF THEY HAVE WRITTEN NOTIFICATION FROM A PHYSICIAN. ANYONE IN VIOLATION CAN BE FINED $10.00. ENFORCEMENT IS TO BE SECONDARY, THAT IS ONLY AFTER BEING STOPPED FOR ANOTHER OFFENSE. IT IS HOPED THAT WITH CONTINUED EDUCATIONAL EFFORTS AND GOOD LAW ENFORCEMENT THERE WILL BE BETWEEN 30 AND 40 LIVES SAVED DURING THE FIRST YEAR OF THE LAW.

IN 1986 THERE WERE 731 DRIVERS AND PASSENGERS INVOLVED IN FATAL CRASHES. OF THIS GROUP 659 WERE NOT WEARING SEAT BELTS AND 67 WERE WEARING SOME TYPE OF RESTRAINT. 221 DRIVERS AND PASSENGERS WERE KILLED. 14 WERE WEARING SOME KIND OF RESTRAINT. THIS DOES NOT INCLUDE MOTORCYCLE DRIVERS AND PASSENGERS. OF THIS GROUP 6 WERE CHILDREN AGES 0 - 4 AND NONE WERE IN A CHILD RESTRAINT OR SEATBELT.

AGES 0 - 5

	KILLED WITHOUT RESTRAINT	KILLED RESTRAINED	INVOLVED	RESTRAINED
1984	2	1	20	6
1985	5	0	38	7
1986	6	0	41	6

ALL AGE GROUPS
TOTALLY OR PARTIALLY EJECTED

	EJECTED	KILLED
1984	148	99
1985	125	82
1986	165	115